

THE DEMOCRAT.

"Our Federal Union—it must be preserved."



COLUMBUS, MISSISSIPPI.

SATURDAY, JANUARY 15, 1853.

Mr. D. P. DOWNEY is our authorized agent to obtain new subscriptions to the Democrat and receipt for the same.

To the Public—Reduced Prices.

The conductors of the Columbus Democrat, wishing to inaugurate their new enterprise with every evidence of their disposition to conciliate a liberal and intelligent public, and remove every obstacle in the way of a free and full communication with the masses, have concluded to offer their paper at the lowest rates, either extant or consistent with a fair remuneration.

When it is considered that the appointments of the Democrat, under our new arrangement, will embrace a large, improved, and expensive scale, and that the increased size and interest of the paper, will considerably enhance its value, we hope that our liberal proposition will meet a corresponding return on the part of the public, and that all those who enter their names upon our list, who are willing to pay a trifle for a weekly record of the political, social, and miscellaneous intelligence of the day.

In view of the above considerations, we offer the Democrat to subscribers at the low rate of \$2.00 a year in advance.

Apologetic.

We have been very busily engaged for the last five or six days in the removals of the Democrat and Republican offices to our new stand in Col. McLaren's buildings on Market street, south of the Court House, formerly known as North's corner. We have found it a very troublesome business. It has taxed our attention to the utmost, and has rendered it absolutely impossible for us to get out our paper in due time, or to present that full exposition of our new arrangement, which we had designed to give in our first joint issue. We are fixing up things with all possible dispatch, and hope to be able to lay before our readers in a few days, a larger and every way a more interesting paper. Should our patronage justify it, we design issuing very soon, a semi-weekly. If the public manifest a wish for it, it shall be done at once. In the meantime, we crave their indulgence for our short coming this week, and promise that if fortune favors, and accidents don't intervene, we shall have no occasion henceforth for writing apologetic articles. We have the will and the means, and with God's favor and the approving smiles of the people, we mean to go ahead.

Mobile and Ohio Rail Road.

An appeal is made to the citizens of Lowndes—to their honor, their pride, their interest—to every noble feeling that should actuate and govern intelligent, patriotic men. They are called upon to say by their suffrages on the 31st of this month, whether they will contribute their proportion of means to aid in carrying out one of the most magnificent, and at the same time perfectly practicable schemes of internal improvement that was ever started or suggested in the south west, or perhaps in the Union. It is no less than a scheme to bring in close connection and constant intercourse, all the great and surpassingly rich valley east of the Mississippi, with our sea port town Mobile, to make the great north west the willing tributary to our wants and our luxuries, to add fourfold to the value of our real and personal property, to give a new impulse among us to trade and business of every kind—in one word, to unite the Gulf of Mexico with the great lakes and the cities of the North, for when our road is completed there will be a continuous line of rail roads from Mobile to Chicago on Lake Michigan, and from thence a cheap, safe and speedy conveyance to New York and all the other cities of the North and East. It will be the connecting link which will unite with all the important points of trade and commerce on the Atlantic seaboard, for lateral rail roads, now in a state of progress, will branch off from our road through Alabama, Tennessee, Georgia, the Carolinas, Virginia and Maryland.

This grand scheme of the Mobile and Ohio rail road has attracted the attention of intelligent men not only throughout our Union but in England and other countries of Europe. They view it as one of the most magnificent and important projects of the day. The completion of the road within a very few years is now a matter of almost absolute certainty. The southern end at Mobile has been commenced under the most happy auspices, and the line is progressing north with a spirit and vigor which render assurance doubly sure. Stock subscriptions in Tennessee have already been taken sufficient to justify the company in entering immediately into contracts for the line through the whole of that State. Every county in Mississippi, through which the road will pass, has subscribed in due proportion with the solitary exception of one—Lowndes!!—the richest, the most intelligent, and heretofore generally supposed to be the most enterprising and public-

spirited of them all. And now the final appeal is made to her, the last great move is to come from her citizens, and the 31st day of this month is the time appointed for their action.

What will be that action, fellow-citizens! Do we misunderstand or misrepresent you when we say that you will unite to vote for the subscription—that there will scarcely be a dissenting voice among you? Your honor, your interest—every high and noble feeling that ought to actuate and govern intelligent, practical men, points you to that course. Away with the syren song of "let us be as we are—we are doing well." That maxim will not do in this age of progress. All the world is advancing with rail road speed, and you must take the cars and go ahead with them, or be left in the rear, a solitary and mournful example of inconsiderate selfishness and unmanly apathy. He, who traces these hasty lines, has often been called upon to raise the rallying cry when the day of political elections approached—in his humble capacity, he has ever stood in the front ranks, where the blows fall heaviest and thickest; but on no occasion—at no election did he ever feel so deep an interest, so anxious a concern as in the decision which you are called upon soon to make at the ballot-box, in regard to your rail road. Other elections have called forth mere party feeling. This comes home to the heart—addresses itself at once to the understanding, to the honor, the pride and the highest interests of the man, regardless of party. As your fellow-citizen then, equally interested with you in this grand movement, we would raise the rallying cry, and say to one and to all, go to the polls on the 31st inst., and vote *unitedly for the rail road*. Let there not be a laggard, nor a dissenting voice among you. By so doing, you will elevate your character as intelligent, patriotic men, and future ages, when they view the great and enriching work of improvement which you have, with a generous liberality and wise foresight, contributed to carry out, will rise up and call you blessed.

Shortly after the first railroad election last fall, when the movement was defeated by some eight or ten votes, our ever faithful and true-hearted friend, Dr. F., then when there is no warmer or more enlightened advocate of the rail road project, met us in the street, and with a dejected countenance, and in mournful accents, speaking of the result, asked us, "now, don't you feel humiliated?" We acknowledged that we did; but, said we, give us another trial. The people have not been properly informed. They wanted light upon the subject. Like the invincible Grecian hero, when contending with hosts of Trojans, and surrounding darkness, their cry is, "give Ajax but to see, and Ajax takes no more." That second trial is now offered, and that necessary light is presented to the intelligent voters of Lowndes, in the address of Messrs. Clayton, Billups and Christian, which will be found on our first page—an address, which, we take it upon ourselves to say, for its clearness of reasoning, its propriety of language and its condensation of facts, will do credit to the best appointed committee of Congress. We would bespeak for it a careful perusal. We would also, in this connection, call particular attention to the very forcible and well written communication of "Mercator," which he writes upon the subject in noble thought and beautifully said.

The celebrated epicist and eye artist, Professor LAM, will be at Columbus on the 22d inst., and remain until the 26th. All those who wish their sight benefited, will do well to call on him.

The New Year's Address on our first page, so generally and deservedly admired, and which was appropriated by the Carrier of the "Republican" is from the pen of Miss L. Virginia Samu.

The Columbus Archer.—The enterprising conductor of the above paper has recently improved its appearance by a new and appropriate dress. We are gratified to perceive such indications of success on the part of our whig contemporary, whose industry and zeal cannot be too highly appreciated by his party.

The Cotton Crop.

A writer in the Mobile Tribune furnishes that paper with an estimate of the probable amount of the cotton crop. He estimates the whole receipts at between 3,500,000 and 3,600,000 bales. It argues that notwithstanding the immense increase in the present crop of cotton, there is very slight reason, indeed, for prospecting to anticipate a great decrease in price. On the contrary, he is of the opinion that a little firmness on the part of holders would, in a short time, reëstate the market at or about former rates.

The writer states that he is neither a producer of nor a dealer in cotton, and has no interest in the measures that producers or dealers may think proper to pursue—the one to enhance and the other to depress prices. He bases his opinion on the following grounds:

First, that the last crop or year's supply of near 1,800,000 bales from the United States, with about the usual quantity, or a little over, from other sources, are not only consumed, but about 100,000 bales is taken from the stock on hand twelve months since, and orders are now on hand in the great thread and cloth manufacturers that will employ them four weeks to come. Second, the growth of cotton consumption is steadily and rapidly increasing on the continent of Europe. Third, the vast influx of population and high prices of labor in California, Australia, and some other places, will make of them no inconsiderable markets. Fourth, the peaceful adoption and settlement of the empire in France—the settlement of our Cuba question, and the general peaceful aspect of the world. Fifth, the great quantity of capital in England seeking employment; and sixth, the vast supply of the precious metals, especially gold, that must for some time to come enter into the avenues of commerce, and supply the wants of trade and remunerate labor—all combine to point out without doubt, in our opinion, a fair price for cotton for some years to come, and I think it only requires of holders a little patience and firmness to see the proposition successful.

Of course speculation as in price is vain; but we deem it proper to lay before our readers the opinions of those who appear to take an interest in the matter.

Accident to the President Elect.

With the deepest regret, we have to record a terrible, heart-rending accident which recently happened to the family of Gen. Pierce. It seems that some few days ago he was travelling with his family and several passengers in a train of cars upon the Boston and Maine Rail Road, when by the breaking of an axle near Andover, the car which they occupied was thrown off the track and precipitated down an embankment some twenty feet, turning a complete somersault in its course, and falling upon a pile of rocks. The car was smashed to pieces. The only son of Gen. Pierce, a most interesting youth of some ten years of age, was instantly killed; Mrs. Pierce was seriously, but not dangerously injured. The General himself, we are happy to learn, escaped with but slight injury. The following particulars of this sad accident are taken from the Montgomery (Ala.) papers:

Dreadful Rail Road Accident.

Gen. Pierce's son killed!—Narrow escape of Gen. Pierce and Lady.

Boston, Jan. 6.—The Boston train on the Boston and Maine Rail Road was thrown off the track to-day near Andover down an embankment twenty feet. The cars were filled with passengers among whom were General Pierce, his lady and son. The latter was instantly killed. Mrs. Pierce was badly but not fatally injured. Gen. Pierce was the first to extricate himself. He was uninjured but complained of slight pain in the back.

Particulars of the Accident.

The following is a despatch to the New Orleans Picayune:

New York, Jan. 5.—Advised to-day from Boston that Gen. Pierce, since the lamentable accident on the Concord Railroad, has complained of a severe pain in the back. It is thought, however, that neither himself nor Mrs. Pierce is dangerously injured.

The train consisted of only one car. It was dashed down an embankment, a distance of twenty feet, on a heap of rocks.

Gen. Pierce's son had his brains dashed out. The escape of Gen. Pierce from instant death was miraculous.

A number of the passengers had their arms and legs broken.

The news created the greatest excitement in Boston, Concord, and the other Eastern cities.

Immediately on the announcement of the accident, the New Hampshire Legislature adjourned, as a mark of sympathy with and respect for Gen. Pierce and family.

The following despatch from Boston to the Washington Union is the latest we have seen on the subject:

Boston, Jan. 6.—1 p. m.—An express messenger arrived at the Journal office this morning from Andover, where the President elect and family are now staying with their friends. It is said that the injuries received by Mr. Pierce were very slight, consisting only of a few bruises, from which he has fully recovered. His back was not sprained as reported. His lady, Mrs. Pierce, though badly injured, is not so much hurt as was at first apprehended. She appears much more recovered than when she was supposed to be possibly killed. The fact, though, suffering from physical pain, she has borne up under the terrible bereavement with becoming fortitude. She is, however, prostrated with deep and unceasing grief; her sighs and lamentations penetrate the inmost heart.

The President elect seems to bear his irreparable loss with Christian composure. It is plain, however, from the deep sorrow depicted on his countenance, that by this calamity he has lost more than the world could give.

The blow which caused the death of the son struck the forehead, and was so violent as to remove the upper portion of the head, leaving a portion of the brain exposed. Death followed instantaneously. The face, except a spot near the right eye, was but little disfigured.

There are no apprehensions of serious danger for Mrs. Pierce. She was quite comfortable when the express messenger left this morning. The same is one of deep melancholy and affliction, baffling all power of language to describe. A gentleman in the cars at the time of the accident, Alken, was so badly injured that he cannot recover.

The Illness of Vice President King.—A letter from Washington, dated the 6th inst., says: "Vice President King has made his will. He was born in 1797; owns 9,000 acres of land in one body in Dallas county, Alabama, and upwards of one hundred slaves. His entire estate is worth about \$150,000. He is a humane master. He told me some years since, that he never sold but one slave in his life, and he was compelled to sell him because he was a terror to the neighborhood. Col. King cannot possibly recover. His physician has sounded his lungs with the syringe, and declared that one of his lungs is entirely gone and the other partly so. Col. K.'s niece Mrs. Ellis, is with him."

REMARKABLE FREEDOM OF BALDING.—M. Guilford, Mayor of La. Guilford, in France, has taken an active part in preventing the people from saying any to the Empire. "You shall not bald," says he, "from voting, and your baldness shall not contain a ray; you shall say yes for these reasons: The defeat of Waterloo has remained like a tear on the cheek of France. The Holy Alliance has always appeared to you as an insistent threat. The rock of Saint Helier has been in your eyes, but the expiration of our glory. Re-establish the Empire, and by its glorious hands the victory which is achieved over Kings of Europe will make a mourning of thirteen years come. Re-establish the Empire, and the coalition of Kings against France becomes a long duration; they promised themselves to snatch the sceptre forever from the family of the great man, and see now how their oaths and life aspirations disappear like smoke with the breath of the French nation. Re-establish the Empire, and Saint Helena is nothing more to us than a memory, which glory, carried on the wings of our eagle, will perhaps one day undertake to inscribe in letters of fire in the records of our history."

A good story is told of an eccentric old gentleman, who, although occasionally addicted to the habits of swearing, was still punctilious in regard to saying grace at his table, and this duty he never omitted on any occasion.

The story runs that on a certain occasion the old gentleman invited a sea captain, a jolly old weather-beaten but of his acquaintance to dine with him. They sat down to dinner and the old gentleman, according to custom, commenced saying grace but the captain, whose attention had been directed to the old gentleman's prayer, and he turned to him and said:

"What did you say, 'quid?"

"Why, I—e it, man, I'm saying grace!"

[For the Columbus Democrat.]

Mobile and Ohio Rail Road.

No. 1.

The subject of the Mobile and Ohio Rail Road is again before the people of Lowndes, and cannot fail to command their most earnest consideration. With a due appreciation of its merits, a proper manifestation of public spirit for the public good, and under the glowing lights of the tendency of the age, brought about by the influence of Internal Improvements, the Board of Police have ordered an election to take place on the subject, on the 31st January next.

The question then, is once more and for the last time, before the citizens of this county, to say whether they will endorse or forever reject the project of a great and grand improvement, resulting to the pecuniary benefit of each and all, not by contributors that will embrace or cramp the most needy, but by a tax, scarcely visible in its fragmentary parts, though in the aggregate, amounting to a sum well worthy of its object.

When the death knell of this proposition was rung into the ears of the people, and the fact appeared before them in its undoubted light, that they had lost an opportunity of benefiting themselves and their posterity, they began to reflect upon the scheme not as chimerical, but filled with results of the most important and practical character, and if the question had been perfectly understood by them, it would have been stamped with their most cheerful approval. This is true with many of its violent opponents, whilst others contend they were not opposed to the Road, but simply to the manner in which the question was put before them. It is, therefore, our purpose to give a brief history of this Road, *de novo*—its origin, its progress, the means which have already been raised, and how they were raised, and what other means are necessary for its completion. Nor would it be improper to state the decided advantages which the proposition now pending before the people, possesses over the one previously submitted, and circumstances which have transpired since that election, tending to clear up doubts that then existed and arguing a new tone of confidence, on every aspect of the subject. This Road, it is well known, was the legitimate offspring of necessity. It is no bastard progeny of speculation, either within or without the Union, but originated at home, among those who felt the want of its power, not only to develop our incalculable resources, but to retain that strength we already have, in our commercial intercourse with Western and Southern cities are reared up around us, and other sections of country are pouring out their ample products, wheat and where they please, through the channels of public improvements, we have stood still apparently unconscious of the rapid growth around. When I say we, I allude to that section of country lying between the waters of the Mississippi and higher rivers, with Mobile as its Emporium, stretching along the full length of the State, possessing fertility of soil, individual enterprise and capital, unsurpassed by any people on the American continent.

It originated with those who knew from observation the result of such schemes on other communities, and from observation, also, what would be our ultimate destiny, unless we kept pace with the times in which we live.

In the year 1848, the Company was first organized to build the Mobile and Ohio Rail Road, and during the winter of 1850, application was made to the Congress of the United States to grant them assistance in its construction. Our Representatives, perceiving the great importance of this improvement, in a national view, as well as its capacity to develop the resources of a large and fertile portion of this Union, readily agreed by a large majority to give them 1,200,000 acres of land to be taken in alternate sections, adjacent to the Road, and then it was the determination of the Company that these lands should not be sold until the work was completed, but borrow money to carry on the work. This was done in order that the Company might reap the benefit of the increased value of these lands, which the construction of the Road would inevitably produce. Nor was this considered by them an act of gratuitousness alone, as the alternate sections reserved by the Government, would be worth more with this improvement than both were, without it. This gave a new stimulus to the Company, and they forthwith opened books anew, employed competent engineers and procured large subscriptions of stock. The subscriptions, however, being inadequate, other means were proposed to be raised, by the taxing of those counties through which the Road would pass, the counties being their own arbiters, whether they would adopt this expediency and how much they would subscribe. The amount thus proposed, was to be paid in five annual installments, each person paying in proportion to his taxable property, and at the end of that time these tax receipts (being separate from the county and paid tax), should be redeemable in stock of the Company. This the individual is reimbursed, and the tax simply resolves itself into a loan for that length of time.

This proposition has found favor in every county where it has been tested, save and except in the county of Lowndes. She has thus far frowned upon this mighty scheme of improvement, and her unwillingness to concur in the voice of her sister counties, has produced a gap in this work, which her own pride and interest will not permit to exist any longer. A county so small as this, and with so much to be gained from its intelligence, wealth, and pride, will not stand an obstacle in the way of an improvement so magnificent and important.

We are assured upon the authority of one who has the right to speak, that this gap will be filled by the people of Lowndes, and that they will be the people to lead in this great enterprise, and thus will, as it were, two mighty chains link our county, forming the longest and most useful line of Rail Road ever contemplated by any Company in the Union.

But some of our citizens say, the question as proposed to us, differs from that which has been presented to other counties—hence, we could not swallow it.

We are required, say they, not only to build the main stem through our county, but also to help construct a Branch across the county to Columbus, and although it is our county town, and decidedly to our interest to have it prosperous, we do not care that it shall do so at the expense of our private means. Besides, Columbus has promised to do this and that, and has not yet moved herself upon the subject. It is not my purpose now to examine this subject, to show the fallacy of this argument, and the relative position between a county and its market town, and that the prosperity of either is dependent on the other. All of those objections as urged before us, are now driven away like chaff before the whirlwind, and not even the skeleton of the hobgoblin is left to frighten the most timid. The question has assumed a different aspect altogether. The citizens of Columbus, instead of assuring the people they will impose a tax upon themselves have done so for the handsome sum of \$200,000, with but seven dissenting votes.

The contribution now called for, from the people, amounts to \$163,000, ninety thousand of which, shall go to the construction of the main

trunk, and the remainder to the branch road. Thus, the people on each side of the river will contribute the means rated by them, to the respective parts of the road in which they are most interested.

The main stem being sufficient for the convenience of those on the west side, it is nothing but reasonable that they should prefer their proportion of the installments, should go direct to the filling up of the gap in the main trunk. Nor is it less reasonable to those on the east side, to require that their means shall go to the building of the Branch, as the main trunk without the Branch, would not benefit them much, particularly during the bad roads of winter.

Nor is this all, we now have the best reasons to believe, from those who are in high authority and on whom reliance can be placed, for the sum of \$215,000 from this county, the Company will not only fill up the gap, but also build the Branch, and incorporate it as a part of the first stock of the main Road. Of this amount, Columbus has already raised \$50,000, leaving \$165,000 to be voted upon by the citizens of the county, each paying in proportion to the amount of his capital. This sum as previously stated, will be divided into five annual payments, and after the time has expired, the receipt holders for their respective amounts, have the power to invest in stock of the Company. The parties then taxed, although for our own benefit, are fully indemnified. How can they then complain, and say their property is taken for public use, without their consent, when it is simply a loan? We are now taxed for the pairs of our county roads, many of which we never travel, and still we make no complaint. But so soon as a grand scheme is proposed, by which our county will increase her wealth at least 20 per cent., we repine under the tax; call it oppressive, unjust and onerous; notwithstanding they are paid back dollar for dollar for stock of the Company. It is no contribution, *pro bono publico*, but simply a loan, and only demanded from the hands of those who are its beneficiaries.

I have endeavored here to give a brief history of the subject to the present time, and the question is now plainly put to them, will they not support the measure?

Wherever the question has been tried, an affirmative reply has been made. And doubtless, the people of Lowndes will honestly and judiciously investigate the subject, and give a prompt reply as their merits may solve such enquiries as these: How will this projected scheme effect my individual interest? What is the experience of the country on the subject of Railroads? Does it require this Road? Does the geography of the county admit of its construction? What will be the per centum amount of our tax, and will it pay as an investment? Independent of these considerations their patriotism will prompt them to look upon its merits as a State and a national measure. On all of which questions, I shall endeavor to submit my views at some future time.

MERCATOR.

No Antagonism Between Capital and Labor.

Tun Hon. Edward Everett, in one of his speeches at the dinner in Boston, given to Darling, the celebrated London Banker, argued in his felicitous style that there could be no antagonism between Capital and Labor.

The owner of capital, said Mr. Everett, in England or America, really reaps the smallest portion of the advantage which flows from his possession—being but a kind of head book-keeper or chief clerk to the business community. He may be rich as Croesus, but he can neither eat, drink, nor wear more than one man's portion. Mr. Everett said he remembered hearing "a just made about Mr. Astor's property, which contained, he thought, a great deal of meaning—a latent, practical philosophy. Some one was asked whether he would be willing to take care of all Mr. Astor's property—eight or ten millions of dollars—merely for his board and clothing.

"No," was the indignant answer, "do you think me a fool?"

"Well," rejoins the other, "that is all Mr. Astor himself gets for taking care of it, he is found, and that's all. The houses, the warehouses, the ships, the farms which he counts by the hundreds, and is obliged to take care of, are for the accommodation of others."

But then he has the income, the rents of all his mighty property, five or six hundred thousand dollars per annum.

"Yes, but he can do nothing with his income but build more houses, and warehouses, and ships or loan more money on mortgages for the convenience of others. He's found, and you can make nothing else out of it."

Exploring Expedition.

We very much fancy these exploring expeditions, on which our Government so much delicately. They gratify a healthy curiosity. They enter to our intellectual palates. They nourish our love for useful knowledge. We want the lid of Japan's strong box lifted up—not that we covet her gold, or even propose to take a lump of her coal, but we have a right to know what is inside—it may be of great service to us. The Chinese sea, and the Northern Pacific, too, are full of it, which is extravagantly high now. Our seamen want to know where are the unexplored reefs, on which they will be hurled in a storm, and where the rocks really lie that are dotted, as it is at random, on the charts. There are thousands of boxes of green and black tea, and silks of untold value, to cross over from China to California—our people want to know the shortest, safest road, and that too, the Vincennes, the John Hancock, and the Porpoise, will be accompanied on all their routes as they cruise from the tropics to the Arctic Sea and back, by the very best wishes of our citizens.

We shall watch with interest the progress of the expedition into Africa. It has been a long job to root up the weeds that so thickly covered this fruitful, but badly seeded Continent. Good men are anxious to see if good seed sown with unweeding hands will not at least choke the weeds and kill the noxious crop.

And to learn what lies hidden under the leafy forests that skirt the La Plata, and bring them away—for they are free to our enterprises—is enough to tempt the cupidity of less confirmed money-getters than we are.

We wish the president had given orders to the officers of each and all these Expeditions to keep an eye out for the sea serpent. He is a prodigious mystery. We know pretty nearly everything about the beasts of the earth, the birds of the air, and the fishes in the sea. But this sea serpent—lately, for the 14th time by Captain Vail, of the English ship *Barham*—is altogether too much for us.

MONUMENT TO HENRY CLAY.—A large number of members of Congress, Democrats and Whigs have united in the enterprise of raising a monument to Henry Clay over his remains in Lexington, Ky. They have published a circular in which they earnestly urge the matter upon all the States and recommend general and efficient organization for the purpose.

From the Mississippi.

Gen. C. F. Hemingway, of Carroll.

It will be seen by the following note from Senator Hemingway, that this gentleman will join cordially in the movement for a complete restoration of harmony in the Democratic ranks, and in the proposed Democratic State Convention. The prompt and manly avowal of Gen. H., appears in a still stronger and more favorable light, when it is borne in mind that he had already been designated for Government of the State upon an independent ticket.

In confirmation of the belief expressed by Mr. Hemingway in the concluding paragraph, we can state with pleasure upon a knowledge derived from intercourse with the Honorable members of the Legislature addressed by Mr. McAfee and himself during the extra session, that a large minority are in favor of the course so cogently advocated by them in their publication. We anticipate a larger and more enthusiastic Convention in May next, than has been held in this State for a long period.

JACKSON, Miss., Dec. 30, 1852.

MEANS FOR THE STATE.—I have the pleasure of informing you that I have just received a letter from Senator Hemingway, of Carroll, in which he fully sanctions the views expressed, and the course of action suggested in the late address of Col. McAfee and myself. Gen. H.'s letter is too long to be published entire—but believing it to be important not only that harmony should prevail in the Democratic ranks, but that that harmony should be known, acknowledged and recognized, I request the favor of you to publish the following extracts:

"I am satisfied that the objects for which a Union party was formed in Mississippi, have been attained—and that if a 're-union' of the Democratic party can be secured upon just and equitable principles, in a word, upon the terms set forth in your address, such a result would be highly desirable."

Two General conclusions in the following words: "Hoping gentlemen, that quiet and good feeling may again be restored to the ranks of the Democratic party, never heretofore to be disturbed I shall, in every suitable form, take pleasure in using such influences as I may possess, in persuading our Union Democratic brethren to meet their ancient political associates in a fair, unprejudiced and brotherly convention, there to hold counsel together for the welfare of the whole party, and its favored principles."

I have not heard from any other of our colleagues; but notwithstanding they may not feel called upon to make a formal reply to the Address, I have every reason to believe, that they are all animated with the same sentiments which have been so handsomely expressed by General Hemingway.

I am, with the highest regard,
Your friend and fellow-citizen.

SHIELDS L. HUSSEY.

Later from California.

Arrival of the Uncle Sam.—Large shipment of Gold!!—Interesting News.—Earthquake and Volcano at Asapulca.

New York, Dec. 29.—The steamer Uncle Sam from Asnapulca arrived this afternoon, with San Francisco dates to Dec. 1. She brought one-half a million gold and \$400,000 in the hands of passengers. Her gold and passengers were brought down to Panama by the steamer Cortez.

The steamers Columbus and Independence sailed from San Francisco about the 1st inst., having on board \$2,700,000 in gold and the California mails, but they had not arrived at Panama in time for the Uncle Sam.

The steamer Georgia, for New York, and the Falcon, for New Orleans, were at Asnapulca.

The rainy season having closed, travel on the Istimus was good.

The mining prospects in the winter diggings were never so auspicious, and the yield of gold was large.

The death of Webster, upon being announced, caused a great sensation throughout the State, and every demonstration of respect was paid to his memory.

A terrible earthquake has occurred at Asapulca on the 4th inst., and a number of the largest buildings were destroyed. The shock continued to be felt up to the department of the Steamer.

A mountain, 60 miles back of the city, was sending forth fearful eruptions, and was distinctly visible from the harbor. 30 buildings were destroyed.

Several shocks are reported to have taken place on the 8th. The loss is estimated \$200,000. No lives were lost.

The quartermaster's and commissioner's stores at Camp Yuma, were destroyed by fire Oct. 29. Much mischief was done in California in consequence of a report that Congress intends to break up the Land Commission.

The Indians in the South were becoming more restive.

Sacramento is nearly rebuilt, and many of the buildings put up are substantial ones.

Snow had fallen in many places to the depth of four feet.

The British screw steamer *Danmiles* arrived at Charleston bay, Jamaica, from Port Royal, with the yellow fever on board. She had 33 cases and 13 deaths on board, and 10 on shore. Among the dead are nine officers. The fever had also broken out at the garrison of St. Lucie and Fort Pinar, Martinique. A French dramatic company, which had just arrived, lost 16 of their number by fever.

Advices from the Sandwich Islands are to Nov. 16. There 110 whale ships at Honolulu. A whale ship arrived there on the 4th, leaving on board four Japanese sailors, who had been picked up at sea. The season's whaling business has proved quite successful, more so than any previous one.

ENGLISH ITEMS.—The Paris correspondent of the New York Commercial Advertiser has the following items in a letter of the 9th ult:

Nothing is left undone, at the present moment, that may tend to increase the efficiency of the army of France. The whole Mediterranean squadron has been sent to sea for a space of three weeks, to test the different qualities of sailing ships and screw steamers. The splendid screws *Napoleon* and *Charlemagne* form part of this experimental squadron.

Abdel-Kader and his suite leave Paris in a day or two for Broussa. The Government has ordered the steam frigate *Oronce* to be in readiness to receive them at Marseilles, and to carry them to Mondiania, a small port on the sea of Mar-mora, 15 miles from Broussa.

A French company has obtained permission from the Pope to build four bridges over the Tiber, at and in the vicinity of Rome. His Holiness, at and in the vicinity of Rome, has been known as the *pinto Pio Nino*.

The gentlemen who attend to the financial, commercial and money articles in the Paris journals have held a meeting, in which it was resolved that before emitting an opinion, in their respective sheets, upon the merits or tendencies of